

Inimities:

THE Steamship
"SUNSHINE."
Capt. Taylor, will be despatched 4
Port TO-DAY, the 11th inst.
For Freight or Passage, apply
DOUGLAS LAFFA,
1073 Hongkong, 11th June, 1891.
FOR SAISON.

THE American Steamer
"DANIEL JEAN RICH."
Captain Nicholls, will be despatched
above Port TO-MORROW, the
at 5 P.M.

FREDERIC L
Hongkong, 11th Ay
JAN 15 1901

THE Steamship
"YANGTZE,"
A. Gerner, Master, will be despatched
DAY, the 14th instant, at 10 P.M.
For Freight or Passage, apply to
SIEMSEN & CO.,
4d 1082 Hongkong, 11th Jan
FOR SWARTZ, AMOY, AND
THE Steamship
"HAI LOONG,"
Captain Farrow, will have immediate
for the above Port.
For Freight or Passage, apply to
DOUGLAS LAFFER
at 1080 Hongkong, 11th Jan
FOR SALE.

AL. _____
COAL _____

HONGKONG & CO.,
INCORPORATED
In London to suit purchasers.
CARLOW
1m 1077 Hongkong, 11th June
FOR SALE.

A MARRIAGE (with ample
HARNESSES, complete,
dress M. G., care of Daily Press
add 1061, Hongkong, 11th June)

HONGKONG HOTEL
TOK-CHAM
Daily from 7am till 7pm
7d 1069 Hongkong, 8th June

THE departure of the S.S.
Shanghai, is POSTPONED
notice.

AUGUSTINE REBECCA JAN
at 1032 Hongkong, 8th June
FOR FREIGHT OR CHARTER
THE 1st British Brig.

"REBECCA JAN"
Cooper, Master, of 219 Tons Register
For further particulars, apply
on board.
at 1075 Hongkong, 10th June

NOTICE
FOR FREIGHT OR CHARTER
THE 1st British Barque

Register. Apply to

at 1053 Hongkong, 8th Jan
FOR SALE.
THE British Steamer
"ARRATOON APO" 838 Tons Register, carrying Engines Dead weight, coaling capacity 100 tons, 1000 H.P. Engines Direct action. 250 H.P. For further particulars, apply to GIBB, LIVINGSTON & CO. 754 Hongkong, 2nd Apr 1872.

OCEAN STEAM-SHIP CO.
ARRANGEMENTS having been made for the conveyance of Cargo, New York, transhipping to the North German Lloyd Steamers, the Undermanned are now through Bills of Lading.

BUTTERFIELD & SWIRE
1m 1048 Hongkong, 4th June 1872
OCEAN STEAM-SHIP CO.
ARRANGEMENTS having

to engage cargo, at the following ports:

Marceilles, Barcelona, Genoa,
Naples, Trieste, Venice, Brindisi,
Smyrna, Constantinople, and Calcutta.

BUTTERFIELD

1m 1019, Hongkong, 4th Jn 1901.

NOTICE OF REMOVAL

THE undersigned have
MOVED to the Ground
HONGKONG HOTEL, just opposite
l'Eglise de Paris.

NA
1st J331, Hongkong, 3rd Jn 1901.

DINNER & DE
CLARET'S
100 CASSA CHAU
TIERE, (Yellow Cap

(Red Capsule)
CHATEAU LEO
CHATEAU LEO

20 cases HAUT SAUT
 BRANDY
 300 cases Superior Old P.
 F. F. Bandol
 BOTTLED
 FENARD'S First Quality,
 For Sale by
 H. L.
 Oswald's Terrace, Wellington
 Hongkong, 29th May, 1878

THE HONGKONG PHOTOGRAPHIC ROOMS,
 (Corner of Wellington and Queen Streets)
 ARE NOW OPEN
 FROM 10 A.M. TO
 PORTRAITS TAKEN
 REGARD TO WEAR
 N.B.—The Pictographic I

8. Hongkong, 22nd A

1872.
OK, of the
Length 80
capable of
the
Deck, as
foot, runs
by Steam
Machine.
CUTTING
CHINESE,
&c.
Remission for
Sale, a large
quantity on hand
available at
Sd. at Cu-

Notices to Consignees
M. M. COO'S F.S. ALPH
MARSEILLES
CONSIGNEES of Cargo p
from London, in conn
above mentioned Steamer from
herely informed that their p
stored on board the Co's Stea
delivery may be obtained.
Goods remaining unclaim
of the 12th inst. will be jud
stored on board the Co's Stea
the Consignee's risk and exp
Bills of Lading will be iss
A. C.

Sd 3071 Hongkong, 8th Ju
BRITISH SHIP CORP
LONDON.
CONSIGNEES of Cargo by
vessel are hereby requir
their Bills of Lading for ou

to impeding the vessel
be landed and stored

risk and expense, by
HONGKONG, MELBOURNE
SHANGHAI
May 3 11 933 HONGKONG, 20th Ma

The Chronicle and Directory for 1872.

NOW READY.

THIS work, now in the TENTH year of its existence, is ready for delivery. It has been compiled and printed at the Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and valuable information, the value of the "CHRONICLE AND DIRECTORY FOR 1872" will be further augmented by the addition of a Chromo-lithograph plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK.

THE VARIOUS HOUSE FLAGS.

Designed especially for this work, and of the THE COAST OF CHINA: besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory will be published in Two Forms, Complete at \$5; or with the Lists of Residents, Port, Directories, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

- Singapore: Mr. PATRICK CAMPBELL.
- Amoy: Messrs. WILSON, NICHOLS & Co.
- Swatow: Messrs. WILSON, NICHOLS & Co.
- Hongkong: Messrs. WILSON, NICHOLS & Co.
- Shanghai: Messrs. WILSON, NICHOLS & Co.
- Canton: Messrs. WILSON, NICHOLS & Co.
- Yokohama: Messrs. WILSON, NICHOLS & Co.
- Manila: Messrs. WILSON, NICHOLS & Co.
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- Manila: Messrs. WILSON, NICHOLS & Co.

NOW READY.

BOUND VOLUMES OF THE TRADE REPORT for the year 1871. Price \$10. Apply at the Daily Press Office, Hongkong, 22nd January, 1872.

The delivery of the Daily Press from this office commenced on Monday morning at 10.10, and the last message left the office at 10.20.

The Daily Press.

Hongkong, June 11th, 1872.

The decision in the Vice-Admiralty Court with regard to the collision between the *Aur* and the *Roma* is published elsewhere. It will be noticed that the whole blame is thrown upon the *Roma*, a result which was pretty generally expected by those who had studied the evidence. There was no room to doubt that the collision would in all probability never have occurred but for the cloud of smoke in which the *Roma* was enveloped, and though the smoke is not decided to have been a thing wrong in itself, yet it is held that its presence threw the duty of extra precaution upon the *Roma*. It now only remains to assess the damage suffered by the *Aur*. The amount claimed is, we believe, \$100,000, but of course the question is one to be settled by the Registrar and Merchants in the usual way. While this is the result of the cross-examination, there is another point which was partially excluded from the evidence as having no obvious bearing on the case, but which is deeply interesting to the public generally in connection with the head accident. It will be remembered that in the first published account of the collision certain very grave charges were made against Captain Rousseau of the *Aur*, who was accused of what, if true, must have amounted to gross inhumanity. So far as the evidence bearing on this point was allowed to go, the explanation appears to be very simple. Captain Rousseau was asked to send help to those remaining on board the sinking vessel. He could not send his own boats because they were all out to his passengers, and as for the boats of the *Roma*, they were all adrift. Undoubtedly, until he found that his ship was not in immediate danger, he was bound to keep his boats ready for the use of his own people. Probably all this was not at first explained, and hence the impression apparently produced on the minds of the Captain and the Pilot of the *Roma*. When it is borne in mind that the communications between the Captains were of necessity made through an interpreter, these misunderstandings can be readily accounted for. The moral evidence is, that it is well to stick to the recognised rule, not to enter into public discussions regarding matters which are to be investigated by a competent tribunal. It may not prejudice a case to infringe this rule, but it gives rise of necessity to misunderstandings, and sometimes these are of a very serious nature.

The value of public opinion as the great ultimate tribunal for the settlement of questions of general interest, is singularly illustrated in the fluctuations which took place during the celebrated Trombone Trial. Trombone was at first a martyr, then a scoundrel, and now it seems, by the last telegraphic accounts, he is a martyr again. These changes might, of course, have been the natural result of additional evidence being brought forward as the trial progressed, and no doubt some of them were so. The startling speech of the Attorney-General, with its unmeasured invective, was sufficient in itself to cause a convulsion in general opinion, because it was hardly to be supposed that a person in his responsible position would make such statements—unless thoroughly able to support them. In this change there was evidently sufficient reason; but for a great deal of the feeling, and much of the opinion generally entertained, but little real reason could be assigned. In point of fact, the whole affair was beyond the ken of the public, and in forming its views, it was simply guided by a few salient points from which it almost unconsciously deduced the "right" conclusions. A very similar demonstration of the slight foundation on which tolerably strong public opinion frequently rests, was noticeable also in the demonstrations of popularity which were made on the return of Mr. Edwin James to the sphere of his labours. The papers prudently and kindly cast a veil over the cause of that learned gentleman's departure from England, though it is pretty generally known that it had something to do with a peculiar view which

he entertained with reference to the Statute of Limitations. Yet on his return from his visit in the United States, he was received as the popular man, and almost as a hero. This strange tendency to mistake notoriety for celebrity is constantly recurring in similar illustrations, and the marvel is that when such egregious mistakes are known to be repeatedly made, people can continue to attach much weight to what is commonly known as public opinion. It can, however, hardly be said that the whole public opinion is not of very great importance, and the question is how this can be reconciled with such shortcomings as have just been indicated. The solution seems to lie in the fact that public opinion very often pretends to judge upon matters beyond its sphere of comprehension, and when that is the case, individual opinion, it is very apt to go wrong. To estimate the value of a belief or opinion generally entertained, we must consider not only the extent to which the particular view prevails, but the means which have been adopted for arriving at that conclusion, as well as the amount of attention which has probably been given to the subject. There are occasions when strong and earnest attention is called to matters within the scope of minds of ordinary capacity; and then public opinion becomes a valuable guide as to their bearing. But, on the contrary, there are many cases where either sufficient attention is not aroused, or where the subjects are too abstruse to be generally understood at all, and then public opinion cannot fail to be a most doubtful and deceptive guide. One of the most difficult things is to distinguish between these two kinds of opinions; but it is absolutely necessary to do so, if we wish to form anything like an accurate idea of the value of views generally current. In small places this precaution is particularly necessary, but is commonly very much neglected. Everybody and everything is made the subject of talk, and upon the merest hearsay, opinions are formed and uttered, which after a time obtain credit, though they may be entirely opposed to the real merits of the case. People do not care to have the trouble of forming opinions, but still like the luxury of entertaining and expressing them. They base their views upon a few broad facts—often only upon what they imagine to be facts—and have a lovely contempt for the troublesome details by which alone the astute man can really hope to arrive at any opinion worthy of the name, upon any subject whatever. Thus often the true bearing of questions becomes lamentably misunderstood, and as a natural consequence great injustice is frequently done to the reputation of individuals, upon grounds which a very little careful investigation would show to be quite insufficient, if not entirely fallacious. The great test of the value of all opinion is simply what amount of attention the man giving utterance to it has devoted to the subject; and it is to be feared that if this test were to be rigidly applied in many places, the large bulk of opinion would be found to be of somewhat small account, and to have little more real foundation than the gossip of clubs and dinner tables. The only consolation with regard to the errors fallen into is, that opinions formed in this way are forgotten with as much rapidity and as little reason as they were originally formed.

A home telegram will be ready for delivery to Subscribers at 1 p.m. to-day.

The *S. S. Daily News* says that the British gunboat *Onychia*, and *Firm* were sent out on the 3rd instant, by Messrs. Moller & Co., the former for \$5,000 and the latter for \$5,500.

The *Daily News* hears that the *Cashmere* has brought out of the component parts of a large new steamer for the S. S. Co., which is to be put together at Shanghai, and called the *Wankin*.

It is said Count Mc-Juan, who for the past four years has been French Consul-General at Shanghai, has been transferred to a similar appointment at Canton, and that Count Chappellier will not be Consul-General till the arrival of M. Godeau, who has received the appointment. M. Godeau was formerly Consul here being the immediate predecessor of Viscount Brunier de Montmorand—*Continued*.

A rumour has reached us that two soldiers belonging to the 70th Regiment deserted on the 8th instant, left Hongkong by steamer, and arrived in Canton, where they were arrested by the police, and when told of their offence, they became very much alarmed, and were taken to the police station, where they were kept for some time, and then released.

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Sooyan-Poo, Y. LING-YAN-SHAN, \$150.00. Mr. Thomas applied on behalf of the defendant for a postponement, his chief witness being in Canton. Plaintiff consenting, the case was postponed to Monday next.

See-Sang-Kai, LEE-LUM-KWAI, \$75.00. Mr. Thomas applied on behalf of the defendant for a postponement, his chief witness being in Canton. Plaintiff consenting, the case was postponed to Monday next.

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of Salem then executed in the presence of the Consul officer, and the Certificate of Sale, with an endorsement by the Consul officer showing that the vessel has been sold and to whom is forwarded by the Consul officer of the port at which the ship in question was last registered. To that functionary the Declaration of Ownership and the Bill of Sale, now executed, are also sent for registration either by the Consul officer or by the purchaser.

The object of sending home the Certificate of Sale to the ship's port of registry will be readily understood. The new ownership of the vessel cannot be registered in Shanghai, and must, therefore, be sent to the port where the ship is registered, in order that it may be re-registered in the new owner's name. In some cases the purchaser wishes a new Certificate of Sale issued, in which case he makes application for the same to the register. Now, sometimes the register attends to these things at once, and replies to the Consul officer at Shanghai notifying the receipt of the above mentioned documents, and the last thing the ship has to do is to be re-registered, and the documents applied for. It will be easily understood that all this cannot be done within less than a period of six months; and during that interval the new owner labours under many disadvantages, and the ship is a man who can produce no duly executed title to his property.

Yet the above is the most simple and favorable case of transfer that we can imagine. But we are informed that sometimes the register at home are by no means so compliant as we have just supposed. Sometimes they do not reply at all to the communication of either Consul officer or owner. In others they simply note the fact that they have been re-registered, and intimate that the personal application of the new owner, or of some one duly authorized to act for him, at their office, the applicant will, on payment of the necessary fees, be re-registered, and the ship re-registered. Their reason for this stringent doubtless is, to secure the said fees for their respective ports. But we may well ask why the fees for the re-registered ship should be so high, and why the personal application of the new owner, or of some one duly authorized to act for him, at their office, the applicant will, on payment of the necessary fees, be re-registered, and the ship re-registered. Their reason for this stringent doubtless is, to secure the said fees for their respective ports. But we may well ask why the fees for the re-registered ship should be so high, and why the personal application of the new owner, or of some one duly authorized to act for him, at their office, the applicant will, on payment of the necessary fees, be re-registered, and the ship re-registered.

WESTERN CHINA.
Slow but apparently steady progress towards the opening up of the western provinces of China, is being made from the territory of British Burma, the Trade and Customs Report of which, for 1871, contains some interesting and valuable information. From it we learn that two companies, the Irrawaddy Flotilla Company, and the Indian General Steam Navigation Company, had steamers running regularly on the river as far as Mandalay, the latter, however, under contract with the Government, had established a monthly line as far as Bhamo. The King of Burma had, besides, steamers running at irregular intervals. The protection afforded to native industry had been considerably the productiveness of the province; so that the trade, which it may be remembered had, the previous year, suffered more or less of a decline, had fully recovered its activity, except in one or two localities where the war had hampered its extension. Much of the rice produced in the returns, from year to year, comes through the variation in the yield or demand for rice; so that while, on the whole, the increase of the revenue is a good sign, it is not altogether a sign of the recovery of the province. Thus, the devastations of the Taipings in China caused, in 1854-55, an unusual demand for rice, which stimulated the Burmese export to such an extent that 420,000 tons were sent to the province, an amount never since equalled, though last year followed close with 440,000, and this without any special external demand. It is curious that a growing export should accompany an increased demand for rice, but while we are willing to allow that this proves that the land tax is not oppressive, we cannot allow the conclusions of the Commissioner, that there is any connection between the two. British Burma produces rice to the value of 100,000 tons annually, and exports 40,000 tons, the remainder being consumed in the province. The increase in the export of rice was supplemented by an equally satisfactory growth in the export of other commodities, the value of which rose from 81,000 to 88,000. The first of these commodities in the local market, we learn, were at the rate of Rs. 98 per 100 lbs (100 lbs equaling 855 pounds) or say 74d. 60s, at which rate exports were made to England. It is subsequently noted that the rate of exchange of the rupee for the pound was 105 to 100, which high rate has stopped business, and prices settled for a time to Rs. 90, or 84d. 60s, however, at much lower rates—but for inferior qualities, which were exported to the Straits. The King of Burma was in a difficult position, and the shipping both to England and the Straits, but his cotton was stated to be of very inferior quality—the price quoted going down as low as 4 1/2 pence per lb. His interferences also affected seriously the export of cotton, regarding which the Deputy Commissioner at Thabeikmyin remarks: "The cause of any decrease in the import (from the frontiers of the native state) of this article, is invariably the same, viz., the interference of the Burmese officials with the manufacturers. One year they will leave the manufacturers alone, and the importations will then increase enormously. The next year they will either make it a royal monopoly altogether, or forbid the export of cotton, or will allow private persons until they have supplied the Burmese Government with a certain quantity, at a price which, of course, leaves the prevailing rate." From some of the smaller states, but this time on the part of the Burmese officials, the export of opium was, during the year, diminished below the amount of the preceding year. Antidote potatoes, however, seem to be all out in their largest quantities, and the rate of trade. The Chinese Government does, from a mixture of ignorance and superstitiousness, the Burmese attempts from an indefinite craving to be the only merchant in its own country. The interference of the Burmese officials, but is subject to the same difficulties, the operations of the Burmese officials in the higher provinces playing sad havoc with the markets. The imports show, on the whole, a firm advance, the most notable being the rice and cotton, the native still, to a considerable extent, preferring to make up their own goods, though with foreign materials. Foreign salt has almost superseded the native article, and the Commissioner is in a difficult position, as there are more hands, in a sparsely populated country, are at liberty to devote their labor to the soil. On the whole, the exports for the year ended at 22,740,000, exclusive of treasure and internal trade with Burma.

William Moses recently fell off a bridge at Cobles, N.Y., to the ice below, over 60 feet. His head made an indentation over six inches deep in the ice, but he was alive at last accounts.

The average area of the earth, forming the opening of the earth, is about 100,000 square miles. This, multiplied by 25,000, the number of months expected to open at once at Pat Gilmore's jubilee, will give an area of over 700 square feet. In other words, the volume of vocal sound will be about equal to that of an orchestra, instrument a trumpet or a clarinet, for instance, about twenty-five feet in diameter, and about as musical, probably.

Chicago Times.

SHIPPING INTELLIGENCE.

PASSENGERS.

(Continued from the 1st page.)
Per *Korea*, str. from Amoy.
Mrs. Smith, and 3 Chinese deck.
Per *China*, str. from Saigon.
Chinese.
Per *Sunshine*, str. from Manila.
Mrs. Wm. Messrs. Maro, Stearns, 15
Spanish gentlemen, 3 European deck, and 135 Chinese.

The Ned. bark *Huydecooper* reports left Bangkok on 23rd May had light winds and calms to the Macleayfield Bank, then S. and S.E. winds to arrival.

The British steamer *Sunshine* reports left Manila on June 7th, had very fine weather throughout the passage. The steamer *Endeavour* was in Manila, and notified to leave on the 11th instant.

The British steamer *Formosa* reports left Amoy on 31st May, had moderate S.W. breeze on 31st, and light winds on 1st June, in Amoy when the *Formosa* left, passed the steamers *Diogo* and *Sedona* yesterday morning near Naniou.

The American ship *Genova* reports left San Francisco on April 11th, and Honolulu on the 25th, experienced favorable winds the most part of passage, and fine weather throughout to this port.

The British bark *Amazilia* reports left Saigon on 31st May, and Cape St. James on June 1st, had light winds and calms with very fine weather throughout. On the 23rd inst. of P. M. signal, the bark *Matilde* *Alfred*, from Hongkong to Saigon, wished to be re-ported.

The British steamer *Danube* reports left Saigon on the morning of the 5th, and Cape St. James the same night, experienced light Southernly winds and fine weather throughout the passage to arrival on the 10th instant at 9:30 a.m. On the 5th inst. in lat. 17° 56' N. and long. 111° 00' E. passed the steamship *Sunfoo*, and on the 7th inst. in lat. 15° 00' N. and long. 109° 48' E. passed the steamship *Odesa*, both bound South.

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Vessels Advertised as Loading.

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HAMBURG.....	Corona (s.s.)
NEW YORK.....	Doctor Post (s.s.)
SAN FRANCISCO.....	Hertha (s.s.)
Do.	Edwards (s.s.)
Do.	Valparaiso (s.s.)
Do.	Ed-Ju-Ma (s.s.)
PORTLAND (OREGON).....	Marquie (s.s.)
MELBOURNE & SYDNEY.....	Hindoo (s.s.)
SPORE, PANG & CALOUTA.....	Marica (s.s.)
MANILA.....	Daniel Jones (s.s.)
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